

## THE POLYNESIAN.

HONOLULU, SATURDAY, MARCH 17.

The Legislative Assembly is to meet on the last Monday in April, and we are inclined to anticipate that the time of its members during the Session then to commence, will be occupied as much in amending acts already in force, as in passing new ones. For statute laws, as is too often the case with those who enact them, sooner or later grow out of date; and this is very easily accounted for, since Kingdoms and States, like men, have their infancy, their youth, their prime of existence; after that, they come to be elderly, then imbecile, and that ushers in decay. They grow up and they grow old, they rise and they fall, but are never stationary; and it is this restlessness which calls for new laws in the place of old ones, unless indeed the statute-book is kept up to the spirit and exigency of the times by constant revision and remodeling. It is during the first and the last years of a country's existence that alteration is most perceptible, the intermediate period is less marked by change. In the same way that, as a general thing, a man's clothes will fit him with very slight alterations all through his prime of life, but as soon as he begins to get old and decrepit they want to be taken in rapidly. Hawaii, on the other hand, is at present a fine growing boy, and cannot wear one suit of legislative clothes for any length of time, but the cuffs of the jacket will retire towards the elbow and the hems of the pantaloons aspire upwards to the knee.

It is now seven or eight years since the statute law of Hawaii forbade a man to marry his grandmother. There are many other degrees of relationship which interfere with legal matrimony, but perhaps the most remarkable is that a gentleman may not marry his 'husband's son's daughter,' nor even his 'husband's daughter's daughter.' See translation of the old laws, page 74. But we are looking at the wrong statute; the one we would refer to is on page 144 of the same volume, namely a 'law respecting lewdness,' enacted in the year 1841.

By this law every Hawaiian girl is told in so many words, and so is each Appius of the place, that the dishonor and stain to avert which Virginia bled at her father's hand, and the would-be perpetrator was devoted to the infernal gods, need not trouble the mind very much, for when the victim has received of the party who offered her violence \$37.50, neither more nor less, she is quit with him and he is quit with her. The whole penalty is \$50, but 'in all cases of punishment for rape' says the law, 'one-fourth of the fine shall go to the government, and three-fourths to the assaulted woman.' It appears that when the parties are 'persons of distinction' or the man 'a man of property' the punishment is heavier, and may involve exportation for four years.

Poor Hawaiian damsels, you who have no claim to distinction and hardly it would seem to protection; they call you hard names, they say you are light of loves! And it is likely that you should set a high price upon what your chiefs and their advisers, in 1841, valued at thirty-seven, fifty! It was better for you to receive no damages in addition to those done to your reputation, than to be set down so low! But as we say times have changed since 41, and what is now looked upon as a degrading clause, may have been of a very different character then. Times works wonders.

Section 4, values a wife's virtue at \$15 to her husband, less something for the constable. 'He shall pay a fine of thirty dollars, one half to the husband of his accomplice, and one-half to government, though the police officer shall take his portion before the division is made.'

Section 7, values a girl's reputation to her father at \$15 also. Is it to be supposed that Hawaiian fathers will be induced by this to watch over, foster and tend by day and night for fourteen, sixteen, eighteen or twenty years, that which the law appraises after all at \$15 payable in cash or property? For actually defiling your neighbors wife, or violating his daughter, (deeds not words) you have to pay him \$15. But if you lie slanderously respecting him (words in one sense, and not deeds) you are to be fined pretty heavily, although, indeed it shall not amount to more than one-fourth of your property. See page 82. That quarter may come to one, two or three thousand dollars, or more or less; but then, of course, you pay that for saying what can be unsaid, but the \$15 on the other hand is the fine for doing what cannot be undone. Surely it would be better, in order to raise the value of modesty and discretion and at the same time to deter those who have no compunction in scattering virtue to the four winds of heaven, to leave it for a jury to award damages according to their judgment based upon the facts adduced in individual cases.

But after all, perhaps the most exceptional part of this law to our mind, is that which requires women, young, middle-aged, and sometimes, alas! even elderly, to go to hard labor as a punishment for their naughty behavior. Our objection is principally to the manner in which the work is performed, whether within doors or without. The spectacle may perhaps tend to make others cautious, but the system has in it very little that is calculated to redeem those who have already erred; yet a wise law-giver while he points warningly with one hand to the consequences of evil doing, lends the other to raise the crouching pitiable wretch whose ill deed is done and past all power of recall, whose punishment is present and certain, but whose future is, as futures always are, unknown and open to hope.

These women, in the first place, are removed from their friends and familiar places, to live amongst strangers; in a sort of club, the only qualification necessary for admission into the order being this, that the candidate has done something she ought to be ashamed of. This is no place or society to improve a girl, all her companions are of one stamp; if she were at large it is true she would meet with indifferent characters, but then they would be mixed with good. Neither does the manner of working tend to refine the mind or body; some of it is done out of the house, exposed to all eyes, and is of a character more adapted for males than females to perform. They say that where women are respected and elevated by the forms of society and the tendency of the law, the state flourishes; if the reverse of this be true, we to

Hawaii in connexion with her gangs of female prisoners. Where manners and morals are already at a low ebb, it is particularly unwise in the law to prolong a system which in some sort prevents the tide from turning. A female penitentiary, well managed, would very probably be beneficial in its results, but while the present laxity exists in prison discipline, we fear the hard labor clauses will do more harm than good. Instead of refinement and a quick feeling of what becomes a woman, they induce a vulgarity of manner and want of shame.

We may have occasion hereafter to go into this subject more systematically. In the mean while let none blame us for not declaring everything that may proceed or has proceeded from the Hawaiian legislature to be good. It would be cowardice in us to lay such flattering unction to the souls of any set of men, and while we have a voice to raise we intend to prescribe no medicines that

'Will but skin and flit the ulcerous place, Whilst rank corruption, mining all within, Infects unseen.'

As we have said, Hawaii has already grown out of his first suit of legislation; he must be fitted again. Nor should this smite offend, since our nearest neighbor, the United States of America, has itself been recently employed in the General Taylor-ing business, and with perfect success.

VERY CANDID.—We find under the editorial head of the "Alta California" of Feb. 1st, the following article, which we recommend to our readers. It carries on the face of it perfect fairness and candor, and the writer draws the same conclusion that any one would (from the facts which have gone abroad) who looks at the thing calmly and without prejudice.

THE SANDWICH ISLANDS.—When we were denizens of the United States, we scarcely ever heard of the Sandwich Islands. True, it was occasionally stated in the papers that a ship had sailed from Boston, laden with "Yankee Notions" for that distant region, and now and then the divines and laymen of the Board of Foreign Missions called our attention to the country; but beyond these and the isolated conversation of charitable old ladies and antique damsels who were zealously engaged in the beneficent work of manufacturing red flannel jackets and dimity night-caps for the poor heathen, we never heard of the Sandwich Islands. Since our arrival on this coast, and owing to the dearth of intelligence from the United States and other countries, we have frequently given our attention to them, not so much from any intrinsic importance we know them to possess, as from the amusement to be found in the details of court news, the despatching of commissioners, and other attempted imitations of the great powers of the earth. We now begin to believe we have done the Islands injustice, and that they are really of greater importance to the world at large than we have heretofore deemed them. Our readers will therefore excuse the liberal extracts of Hawaiian news which we this week publish.

We cannot refrain from saying that the impression produced upon us by a perusal of the Hawaiian correspondence (for we have waded through the whole,) relative to the difficulties of which an account will be found in another column, is against the course taken by the representatives of Foreign Powers. It strikes us that the whole difficulty has grown out of the unwarrantable and unnecessary interference of the Foreign Representatives in the internal affairs of Hawaii.

The Sandwich Islands is a puny power. No great nation has much to fear or to gain from her; and inasmuch as neither of the three great powers of the earth have been able to find a sufficient pretext for annexing her, they have mutually precluded her independence, and pledged themselves to maintain it. The United States assuredly does not want her, to our whaling fleet now find fresh supplies there as reasonably and as certainly as they could if it were our own dependency. From all we can learn, too, American citizens have nothing to complain of—three rights, lives and property are secure, and taxation is light. Why, then, should the United States desire to possess the Sandwich Islands? She does not.

Why, then, it may be asked, should our Commissioners to that power get into difficulty with it? The Commissioner who preceded Mr. Ten Eyck was recalled, and now we are to have a re-enactment of that farce, or perhaps a blustering display of "big guns." Either contingency would have been unnecessary, if common sense had guided both parties.

Let us endeavor to put this matter in a nutshell. Mr. Ten Eyck was sent out by the U. S. Government to negotiate a treaty of amity and commercial intercourse, on the basis of reciprocity, between the two powers. Shortly after his arrival, he took the part of an attorney in the celebrated Ladd & Co. case, and by that means he drew down upon himself the distrust of the Hawaiian Government. The breach thus made was widened by interested parties; but, as we believe, by Mr. Ten Eyck himself. The Hawaiian Government sent a special commissioner to California to negotiate with Governor Mason a treaty of commercial intercourse. This ridiculous, yet pointed insult to the American Commissioner is said to have been proposed to the cabinet by Dr. Judd, and it is fair to presume that the failure of the despatch which consequently fell upon its originators, was a chief cause of the course which Dr. Judd took to endeavor to turn the tables and save his sinking reputation. Another cause, probably, was the dictatorial tone which has too often been assumed by foreign Representatives at the Hawaiian court. In consequence of these facts, and other minor differences, a feeling of mistrust and acerbity was engendered in which all the foreign representatives more or less participated. This ill-feeling on the part of the foreigners was more particularly against Dr. Judd, and he being a vindictive and a partizan man, he was the most shameful means to obtain, if possible, some facts upon which he might in turn become accuser. Some of the manuscripts which Judd procured Peacock to steal from the News office were in the handwriting of Mr. Ten Eyck, but it appears that Mr. Ten Eyck was not the author thereof, but only copied them from originals in his possession. The upshot is, that the Hawaiian Government interdicted Mr. Ten Eyck.

That Dr. Judd was guilty of one of the grossest and most outrageous crimes, is perfectly clear—that the Hawaiian Government is justified in making use of the information he obtained, we believe—and that the interdiction of the American Commissioner is just, we have not a doubt. We think a careful perusal of the correspondence will satisfy any man that the foreign representatives have interfered improperly in the internal affairs of Hawaii, that they have mistaken their position, and allowed themselves to be drawn into a partizanship where they should have observed a strict neutrality, and that the Hawaiian Government owed it to its position as a nation to act as it has.

ARRIVAL OF THE "CALIFORNIA" AT VALPARAISO.—By the arrival of the *Seis de Junio* from Valparaiso, we understand the American steamship "California" arrived at the above named port in 46 sailing days from New York. If this be correct, she has indeed realized the expectations of her builders, and proved herself a fast vessel.

LOSS OF THE AM. WHALESHIP UNITED STATES.—Mr. Crenay late mate of the above named vessel, arrived here this week in the whalship *James Munroe*, and reports the loss of the whalship *United States* on the 21st of December last. She struck on a sunken rock. The United States left these islands last fall, full, homeward-bound.

## News Items.

By the arrival of the "Leland," we have received our regular files of papers from the United States from which we make the following selection of news items:—

The Washington Monument in the city of Washington, is advancing finely—60 workmen are employed on it. The foundation, which is of blue block, said to be heavier and more durable than granite, will be even with the ground in about two weeks. This, we learn, is 86 feet in breadth at the bottom, and 21 feet deep, extending 7 feet below the surface of the earth. The facings of the shaft (intended to be 500 feet in height and over 50 feet in diameter at the base) will consist of heavy blocks of white marble.

The New York Express publishes an extract of a letter dated Rome, August 28, announcing the melancholy intelligence of the death of the Hon. J. L. Martin, Charge d'Affaires. He was taken with a fever, but died suddenly, it was thought of apoplexy, on the 26th July, and was to be buried on the 29th. Mr. Martin held a diplomatic appointment at Paris for several years, and had but recently been transferred to Rome. His death will be much regretted by the many Americans who were the recipients of his courtesy when abroad.

The Washington correspondent of the N. Y. Commercial says that Mr. Voorhies, chief clerk to the sixth auditor, an office belonging to the Post Office Department, has been appointed local agent for California, and Mr. S. Y. Atlee, a clerk in the same department, has been designated as acting post master of Monterey and San Francisco. The authority for the latter appointment is not clearly apparent, for Congress have yet established no post offices in any part of the recent acquisitions from Mexico.

Commander Victor M. Randolph, commanding the Navy Yard at Pensacola, has been ordered to the command of the U. S. sloop of war *Albatross*, now at Norfolk.

The U. S. ship *Cyane*, had arrived at Norfolk, in 60 days from Valparaiso.

The frigate *Savannah* is ordered to be fitted out at Brooklyn, and will probably go to the Pacific to relieve the *Ohio*.

A slip from the office of the New Bedford Mercury, reports:—

'Returned, ship *Lancaster*, Eldridge, (late Cornell) 36 days from Porto Praya, Cape Verde. The *Lancaster* sailed from this port June 24th, 1848, for the Pacific Ocean, and has returned in consequence of the loss of her captain, who met his death on the 1st September, in the following singular manner:—Capt. Cornell was standing upon the quarter deck, leaning over the rail, when a man employed upon the mizen-top-sail yard, missed his hold, and fell directly upon the back of Capt. Cornell, inflicting him so severely internally that he survived the accident only about eight hours. The man escaped with only a slight wound on the arm. Capt. Cornell was buried at Porto Praya on the 3rd of September. Mr. Wm. T. Faxon, of Boston, late U. S. Naval store keeper at Porto Praya, took passage in the *Lancaster* for home, and died on the passage. His remains were brought home in the ship.'

The Foreign Missionary institutions of the United States contemplate sending out a large additional force of Missionaries to India and China, amounting in all to about twenty-five. The ship *Bowditch*, which sailed on the 9th of October, for Madras, took out the following persons under the A. B. C. F. M.:—Cyrus T. Mills and wife, J. T. Noyes and wife, and Mr. Burnell, (printer) wife and child, for the station of Ceylon; J. W. Dulles and wife, and Mrs. Myron Winslow, for the station of Madras, and Dr. Shelton and wife for that of Madras. The Southern Baptist Board expect to send two missionaries and their wives to China in the ship *Valparaiso*. The Rev. Messrs. Whilden and Goodale go about the same time, as well as four or six others, from the Northern Baptist Board. Rev. Wm. M. Jones and wife sailed in the *Hayti*, Capt. Cutts, for the mission at Hayti, under the auspices of the Baptist Free Mission Society. Miss Elizabeth Howard, of Owego, accompanied them, her destination being Port-au-Prince. Rev. Mr. Cushman and wife sailed also in the *Hayti*, for Hayti, as missionaries of the Evangelical Society.

LATEST FROM DR. KING.—In a letter from Dr. Burgess of Dedham, from this persecuted Missionary, dated Athens, August 31st, 1848, he says:—

'A few days since I called on the King's Attorney, whose business it is to conduct the prosecution against me on the charge of Proselytism, brought against me last year in the 'orgies of Seneca'; and he informed me that he intended to have my trial brought on in due time. The day of trial will be one of great interest to me, both as it respects myself, personally, and as respects the cause in which I am engaged.'

From the same letter it appears, that through the generosity of American friends, he has recently put in extensive circulation some important religious documents.

The 'St. Louis Representative' of Oct. 4th, says Lieut. Col. Fremont, and thirty-five athletic men, left that city the day previous, on board the steamer *Martha*, en route for California. They disembark at Westport, where the largest portion of their baggage, mules, horses, &c. are in readiness, and from thence proceed across the plains, by what is known as the Southern or Cimarrone route, taking in their course the most densely populated and fertile regions of New Mexico. The object of this expedition, we believe is generally known, but that most currently reported is, the completion of the Colonel's recent surveys and researches in that wild and far-off region. His lady companion he is as far as Westport, at which place he is to be joined by the celebrated Santa Fe and Western traveller, Kit Carson.

The New York Journal of Commerce says:—'The government propellers *Edith* and *Mississippi*, are about to sail for San Francisco, California, with stores and troops. They will be furnished with the outfit required for a three year's cruise. It is understood that the government also wish to engage two merchant ships, in addition, to transport stores and troops to the same place. Vessels bound to the United States possessions in California, are now directed to clear 'coastwise.'

We understand that the above named propellers are to run between these Islands and California.

The 'New Bedford Mercury' remarks, we learn that the contract for supplying the Government with 17,651 gallons, one third winter and two thirds spring sperm oil, was closed in Boston, in favor of Edw. M. Robinson, Esq. of New Bedford, at 103 1-3 cents per gallon, cash.

An Edinburgh paper mentions that a prize of £2000 has been offered to the students of the Scottish Universities, for the best essay on Natural Theology. Another set of Bridgewater Treatises may be anticipated from this source.

The King of the Belgians has refused to receive the French Minister, because he was once a shoemaker in Brussels.

The barque *Fanny*, at Provincetown, reports that on the 23rd Sept. lat. 40, lon. 54, fell in with the wreck of the whaling ship *Mobile*, of and from New Bedford, which sailed Sept. 7th, for the Pacific Ocean, and took off 12 persons. The *Mobile* was struck by a sea when seven days out, which knocked her on her beam ends, carried away all the topmasts, and filled instantly, washing overboard Capt. Long, the first mate, two boat steers and six men.

A Turkish brig had arrived at Boston, the first of the flag that ever crossed the waters to the coast of America. The vessel was named *Mahomedans*.

The New York Post announces the death of Mrs. White, of the Mission to China. The New York Observer makes mention of the death of Mrs. Stoddard, wife of the Rev. Mr. Stoddard, who has for four or five years, been one of the Missionaries of the American Board, to the Nestorians. She died of cholera in June last, at Trebisond. She was on her way home with her husband, who was returning on account of his health. Mr. Stoddard was, when he left for the missionary field, a tutor at Yale College. He is a brother of Prof. Stoddard, author of the Latin grammar. He is a thorough student and a man of deep devotion, and the Missionary Board have cause deeply to regret his necessary return.

Commander Alexander Slidell MacKenzie, died at Sing Sing 13th Sept. A correspondent of the Tribune says:—"He was attacked while riding upon his horse in this village. He succeeded in getting his feet out of the stirrups, and immediately fell to the ground upon his head; was taken up and carried into a house by two persons who witnessed the fall, and breathed but twice afterward. His death was caused by disease of the heart." Com. MacKenzie is well known to the literary world as an author, and most widely known by his connection with the unfortunate tragedy of the *Somers*.

We find the following extract from the London Times in one of our American exchanges:—

'The Duke of Buckingham has persuaded his son to sign away his birthright, and to divide it among creditors who had no sort of claim upon the son's reversionary right, whatever they might upon the father's interest. There are, doubtless, circumstances in which it is reasonable that the son should cut off his entail. In the present case, there was neither reason nor excuse. A ducal house is overthrown, to atone for one man's wilful folly, and to give expensive tradesmen and extortionate money lenders, better security than they contemplated when first they sold their goods and lent their money.'

DEPARTURE OF THE U. S. MAIL STEAMER "CALIFORNIA".—The "New York Journal of Commerce" of Oct. 7th, says: This noble specimen of that branch of naval architecture, for which American artisans are becoming justly celebrated, the pioneer of Howland & Aspinwall's line of mail steamers, (three in number, of about 1100 tons each), for California, Oregon and other ports on the Pacific, set out on her long voyage about noon yesterday.

A large but select number of invited guests were on board, who accompanied her as far as the light ship, where they were taken off and brought back by the steamboat *Orus*, despatched for that purpose. They evinced by their hearty cheers and congratulations, when suitable occasions offered, the high satisfaction with which they regarded the performances of the gallant ship, and also the bountiful hospitalities of its still more gallant proprietors and commander. The distance from Bedford's Island to the Light Ship, about 24 miles, was run in two hours and seventeen minutes against a flood tide, (considered equal to two miles added to the distance,) and with 550 tons of coal on board, besides freight and passengers, which is by no means a bad performance. The engines were found to work admirably, without any perceptible irregularity or jar among their parts, while the vessel was entirely free from all that disagreeable motion to which steam vessels with powerful engines are liable to be subjected. The readiness with which she yielded to the helm was also a common topic of remark.

Capt. Cleveland Forbes is her honored commander.

The inland and sea postage on all letters and newspapers to be forwarded by said packet, for places not within the territory of the United States, is to be prepaid at the offices where mailed, and the Postmasters concerned will see that this requisition is complied with, and will stamp the letters and papers accordingly. The mails to said foreign ports will be sent to the care of the United States Consuls, at the respective places, under the seal of the New York Post Office. The ship postage for single letters not exceeding half an ounce, will be 24 cents to Rio Janeiro, Valparaiso, or Callao; and for each newspaper, pamphlet or price current, 3 cents. In each case the regular inland postage to New York is to be added. To Panama, each letter, as aforesaid, will be rated at 10 cents; and to San Diego, Santa Barbara, Monterey, San Francisco, or Astoria, 40 cents, without any addition for inland postage.

BRITISH PROVINCES.—ANNEXATION.—The New York Sun remarks: we have been favored with the perusal of a letter received by one of our merchants from a highly intellectual young gentleman of Halifax, who has been recently looking through the States, from which we make the following extract:—

'I am happy to state that we are in better circumstances than either the Canadas or New-Brunswick. All we want is that enterprising go-ahead spirit infused among us, which is absolutely necessary to elevate a country, and which I fear we never shall have, until we are annexed to that country which I so recently visited and with which I am so much delighted, that I fancy every individual who has ever been there must pronounce it the most flourishing and the farthest in advance of any country in the creation even including the bursting of steam boilers, flues, &c. Since my return, specimens of our Halifax iron, manufactured into razors, scissors, &c. have been received from England, and it is admitted by manufacturers to be superior to the best Swedish iron. Still the people are inactive, and between monopolies and discouragement of our rich coal and iron mines, which lay almost on the surface, remain untouched.'

THE U. S. MAIL STEAMERS FOR THE PACIFIC.—We find in the "Boston Morning Post" of Sept. 25th, the following description of the "California," the first of the above line of steamers:—

The "California," the first of the line of steamers intended to carry the mails along the Pacific coast, is now nearly completed. On the 21st September, during a strong breeze and a heavy cross sea from the north-eastward, she started from New York on a trial trip, and stood E. S. E. from Sandy Hook 140 miles. She was in light trim, drawing only ten and a half feet water, just sufficient to immerse the buckets of her wheels, it being the desire of the naval constructor and machinist to test her under the most unfavorable circumstances, that they might the more readily detect any imperfection in her hull, rig or machinery. The slower she went, applied, yet 23 inches steam were obtained, which made 19 revolutions, and produced a speed of 11 1-2 knots against a cross head sea. She was tried with steam and sails combined, and also with sails alone, and performed every evolution to the entire satisfaction of those on board. She was very stiff and weatherly, considering her light draft of water, when by the wind, and going large she steered as easily as a pilot boat. Altogether this experimental trip was considered perfectly satisfactory.

The "California" is about 1650 tons custom-house measurement. She is 300 feet on deck, 196 feet on the keel, has 34 feet extreme breadth of beam and 30 feet depth of hold. Her ends are very sharp—the bow has just enough flare to carry out the symmetry of the hull, and is most beautifully formed, considering that the stem is nearly upright. Her sides are neatly rounded and exhibit strength as well as harmony of detail.

Her stern is curvilinear and is carried up from the run with such exactness of proportions, and swells and blends so truly with the upper works, that the eye of the most critical could not, it seems to us, desire anything more perfectly beautiful. She has flat floors and short turned bilges, somewhat after the designs of the *Cunard* steamers, but her stem is more upright and her ends rather sharper than theirs in proportion to her size.

Her keel is of white oak, sided 15 and moulded 16 inches, with a false keel of 5 inches thickness; and her floors are all long without any butts on the keel or inside the large timbers, and are sided and moulded 15 and 16 inches. The whole timberspace of 30 inches is filled in, bolted longitudinally; and caulked on both sides; and this is continued 70 feet in the middle of the vessel. Before and abaft this space she has the old fashioned floors and first futtocks; but these are also filled in, bolted and caulked in the same style as amidships, which makes her perfectly water-tight in the bottom without planking or ceiling. The frames in the turn of the bilge are sided 10 and caulked 12 inches, and at the plankhead the frames side 8 and mould 6 inches.

The garboard strakes are 8 inches thick bolted into the keel and through the floor timbers; bottom plank 4 inches, wales 5. The floor is not ceiled. The bilge strakes are 8 inches, ceiling 5, and clamps 7. The lower deck beams are sided 14, and moulded 11 inches—waterways 14 inches square—inner strakes 7 by 12 inches, coaxed to the beams—starling strake 9 by 12, ceiling about 10, and floor up to the ceiling, coaxed to the frame, and all bolted and keyed in the most substantial style. Her upper deck beams are 10 by 14 inches—waterways 12, and stanchions (which are of hest) 6 by 8 inches.

The keelsons are coaxed to the floors and to each other, and the frame butts are dovetailed and choiced with iron diagonal braces 4 inches wide and three-fourths of an inch thick, let into the frames flush and bolted with seven-eighths iron through every timber. These braces extend from the floor heads to the plankhead, averaging from 3 1-2 to 4 feet apart, and continue the whole length of the vessel. There are several beams amidships jogged and coaxed into the keelsons and extend to the bilge, where they are well keyed to the sides and the roughly bolted; and at each end of the engine room there is a bulk-head 5 inches thick constructed diagonally.

The decks are very stout and her beams are well secured with hanging and bulging knees. These details are sufficient to show that the "California," so far as strength of construction is concerned, is a remarkably well built vessel. The arrangements of her cabins and quarters for the crew seem well designed, and she is amply supplied with boats and other means of preserving life in case of accident.

Her rig is simple and neat, and most admirably adapted for ocean steamers of all classes. The yards and masts can be sent up and down with ease when required, and the rigging snugly secured in all weathers.

She has a 'single side lever engine'—2 boilers, each 26 feet long with 10 feet diameter and drop flues—cylinder 72 inches in diameter—length of stroke 8 feet—diameter of wheel 26 feet, length of buckets 9 feet and depth 30 inches.

Besides the "California," there are two other steamers—the "Panama," and "Oregon," belonging to the same service, and are of the same dimensions. These vessels were built for Messrs. Howland & Aspinwall, Pacific Mail Co., under the superintendence of Capt. William Skidley, U. S. naval constructor for the mail steamers in New York. They were built from specifications made by Capt. Skidley, slightly modified by the builders; such as reducing them in length, fastenings and internal arrangements; but whether these modifications are improvements or not, experience will soon determine.

The secretary of the navy in appointing Captain Skidley, a naval constructor, has acted wisely for the interest of the government. Independent of his long experience afloat, both in the navy and merchant service, he has made himself thoroughly acquainted with all that is known, in our country, Great Britain and France, pertaining to the science of naval construction.

He has visited the English and French naval establishments—the steam works on the Clyde, and witnessed many of the most celebrated merchant yards abroad, and has noted everything that was new and practical. In addition to the information thus acquired, he is one of the most correct draughtsmen in the country, and although he never served as an apprentice in a ship yard, yet he is a most ingenious practical mechanic. He has now in his possession several models of his own making and designing, that will compare favorably with the best which we have seen produced by our naval constructors. Of his ability the Navy Department had such evidence that it waived, in his case, the customary examination to which naval constructors are subjected before being appointed. Capt. Skidley is, in short, a self made man, and our New York neighbors are deservedly proud of him.

FROM BUENOS AYRES.—By the arrival of the bark *Ruth*, at Baltimore, from Rio Janeiro, dates had been received from Buenos Ayres to the 19th of July. A letter received at Rio Janeiro, under that date, contains the following:—

'It is said Rosas comes out boldly in his demands on England.—Modification of the Treaty, Revolution of the Falkland Islands, and of Martin Garcia, indemnification for the seizure of his squadron, and for Guano taken off the Coast of Patagonia, Recognition of his right to control the navigation of the rivers entering into La Plata, amounting altogether to two millions sterling, and the same from France.'

[For the Polynesian.]

Mr. Editor,—I have been highly pleased with the perusal of your No. 42. The editorial that number contains sentiments which do honor to the head and heart of him who advances them. When, we may well exclaim! will man ever look upon his fellow-man under the varied circumstances of this sublunary sphere, free from the prejudice, naturally engendered by the caprices of fortune? Sully does man deprecate his own moral worth by an unworthy estimate of those subject to the same vicissitudes. It may be said and I think is keeping with natural truth that "this is vanity," and in estimating results a "vanity of spirits" leads to many a poor unfortunate. But without enlarging more, I come to treat of the subject which calls forth this late and feeble effort of my pen.

Hawaiians are faulty; of this no one can pretend to exculpate them; but duly considering their condition and late deliverance from bondage of long ages of mental darkness, like, in respect to mind, the blank on which every one possessed of human feelings would be struck by the principle of selfishness, and the many remaining grossness, and overlooking enormities and incongruities in Hawaiian position, manner and character. The uneducated reader of history, can but see that, in regard to nation, the adoption of real positive improvements, is but slow. Look back the time of time and examine the long morning twilight which preceded the still rising genius and character of superiority of that portion of the world's inhabitants, acknowledged by all, which was an honor to be the descendants, and then we opine in regard to the habits and capriciousness of other people who may now be struggling to rise to the same enviable distinction, we find ourselves in a fit mood for the exhortation, a Christian Grace too frequently cultivated even by those who confess to no such thing as their humanity. This seems to be the whole of the matter that our own imperfections should lead us to look charitably upon the faults of our fellow. This thing, so self-evident, once attained to, would supersede the need of further labor to enlighten and christianize earth; the end of teaching and preaching would be accomplished. The intelligent is known of this claim of charity, intelligent in the strictest sense of the term, possessing a knowledge of self, and that its neglect leads to pride. In circles of less intelligence, a feeling of superiority thus given rise, engenders a depression of self-respect or a feeling of inferiority, which again in its legitimate results "is also vanity and vexation of spirit."

In this uncomfortable and vexatious condition we find the majority of mankind, freedom is not it being the exception, not the rule. This, indeed, the great drawback to the attainment of man, towards the attainment, for which he has been created.

In respect to a people just emerging from barbarism the latter feature of this drawback tends to operate. And it operates the more fully with such, inasmuch as they yield more readily to its influence.

This, to my mind's eye, is too precise a statement of Hawaiians; they deem it impossible to rise to that standard, which they see illustrated in the upright and worthy who are endeavoring to elevate them, and give them a knowledge of their own physical and moral energies, more operative; hence if it be not guarded against those who see the breakers ahead they will tend to despise very soon what now they admire. You have reached the mark exactly, in this people lack incentive action. Let us see this, study to produce this state of things, then I opine much good will be done.

HUMANITY.

A LITTLE TOO KNOWING.—The following taken from the "New York Sun," and shows opinion entertained by some of the "diggers" in regard to the gold discoveries of California. Probably they have changed their minds by this time:—

'We have seen an individual just returned from California with fifteen pounds of Feather River "gold dust," sufficient for a couple, in his trunk, and although it shines so brightly, it is only another proof that "all gold that glitters," being neither more nor less than a species of mica. The gentleman brought it on, understood when he asked its precise value, and had no idea that his fetching precious ore, still he thought a specimen might be of service in this particular to those who were hastily packing their "duds" for the gold region.'

The dust has been fairly represented by Feather River "gold dust," sufficient for a couple, in his trunk, and although it shines so brightly, it is only another proof that "all gold that glitters," being neither more nor less than a species of mica. The gentleman brought it on, understood when he asked its precise value, and had no idea that his fetching precious ore, still he thought a specimen might be of service in this particular to those who were hastily packing their "duds" for the gold region.

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ELECTION OF GEN. TAYLOR.—We find in the "Alta California" of Jan. 25th, the following important news:—

By the American schooner *Squalor*, which arrived on the 24th Jan., fifteen days from Mazatlan, we learn that recent intelligence from the United States confirms the election of General Taylor to the Presidency. The States of New York and Pennsylvania are among those who cast their electoral vote for the "Hero of Buena Vista."

The gallant General Kearney, well known in California, is dead.

The ocean steamer "California" is ordered to sail from Panama for California and drop anchor on the 3th of January.

An amendment to the "Civil and Diplomatic Bill," passed by the senate on the 5th of Sept. last, provides \$30,000 for the continuation of Fremont's explorations in New Mexico, California, and a survey of a railroad to the Pacific.